

Transportation Authority of Marin  
Highway 101 Greenbrae Corridor

PUBLIC WORKSHOP / STAKEHOLDER INTERVIEWS  
COMMENT SUMMARY

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## Table of Contents

<b>PROJECT BACKGROUND.....</b>	<b>1</b>
<b>PURPOSE OF OUTREACH PROCESS .....</b>	<b>1</b>
<b>NOTIFICATION .....</b>	<b>2</b>
<b>INFORMATIONAL OPEN HOUSE AND PUBLIC MEETING .....</b>	<b>3</b>
<b>KEY ISSUES &amp; CONCERNS.....</b>	<b>3</b>
General Vision and Need for Project.....	3
Previous Studies.....	4
Impacts to Properties and Businesses .....	4
Environmental Impacts .....	4
Relationship to Other Projects .....	4
Multi-modal Facilities .....	4
Public Transit .....	4
Outreach Process and Information .....	5
Local Circulation .....	5
Regional Circulation.....	5
Interchange Design and Operation .....	5
Safety .....	5
Project Schedule .....	5
Cost and Funding.....	6
Current Technical Studies .....	6
<b>NEXT STEPS .....</b>	<b>6</b>

## Appendices

### Appendix A – Key Stakeholder Interview

#### Invitation

- *Interview Invitation Letter*
- *Stakeholders Interviewed*

### Appendix B – Notification Materials

- *Newspaper Advertisement*
- *Press Release*
- *Elected Officials Letter*
- *Postcard Notice*
- *Project Newsletter*
- *Project Flyer*

### Appendix C – Public Meeting Sign-in Sheets

### Appendix D – Public Meeting Materials

- *Open House Exhibit Boards*
- *Agenda and Open House Program*
- *Presentation*
- *Comment Card*

### Appendix E – Comments Submitted (Public Workshop & Stakeholder Interviews)

- *Written Comments*
- *Oral Comments*

## 1. PROJECT BACKGROUND

The Transportation Authority of Marin (TAM) is evaluating multi-modal improvements in the Greenbrae Corridor between the Tamalpais Drive Overcrossing to just north of the Highway 101/I-580 Interchange to address congestion and improve both safety and mobility. Congestion in this corridor is listed as the 8th worst in the Bay Area and future traffic growth will further exacerbate the deficiencies in the corridor. Some of the corridor inadequacies include:

- Closely-spaced interchanges on Highway 101 that do not meet current California Department of Transportation (Caltrans) standards and cause weaving and merging conflicts on the highway,
- Higher accident rates than the average for a similar roadway because of overlapping weaving and merging areas,
- Congested local streets in Corte Madera, Larkspur and San Rafael because of limited local circulation routes and diversions from the congested highway, and
- Limited transit and pedestrian/bicycle facilities that decrease mobility and increase congestion within the corridor.

The “Interim Planning Report Summary on US Highway 101 Interchange with Sir Francis Drake Boulevard” completed in May 2002 identified seven options to address design deficiencies, traffic congestion, and safety issues within the corridor. While the Town of Corte Madera and City of Larkspur held public hearings in 2003 and expressed a preference for Option 4 (Wornum Drive Interchange) with modifications, there were several issues left unresolved. Option 4 proposed to:

- Improve access to and from Highway 101,
- Contribute to better operation of the facility and traffic flow,
- Use a multi-modal approach to address transportation improvements,
- Reduce weaving and merging conflicts on the highway, and
- Address circulation issues on local roads.

TAM has now initiated a process to build on the preliminary studies, obtain extensive traffic data, and explore other options to address the safety and mobility challenges along this corridor. Local officials, organizations and surrounding neighbors (among others) have all expressed interest in identifying the key issues in this corridor and designing improvement options that meet transportation demands while serving the local community interests as well.

## 2. PURPOSE OF OUTREACH PROCESS

TAM is using “Context Sensitive Solution” (CSS) principles to integrate stakeholder input into the project development process. This includes carefully considering the physical setting in which a project is proposed as well as addressing community values as part of the public outreach process. The goals of this process are to fully understand the needs and interests of the community and Highway 101 users, and to educate the community about the physical and technical constraints (and demands) that exist along the corridor.

The result of this data driven, collaborative planning process will be improvement options that address the community needs and interests within the existing physical and technical constraints and mobility demands. This process will be completed in advance of the formal environmental review phase to provide interested stakeholders with multiple opportunities to obtain technical information and share their ideas, concerns, and suggestions.

TAM first sought input from a variety of key stakeholders to better identify and clarify the community interests and issues and determine how best to engage the larger community in this project. Interviews with representatives from the project team were conducted in October 2006 and consisted of a brief project overview/history followed by several questions and discussion topics. The interviews were focused on gathering input from stakeholders.

Following the interviews TAM hosted an open house/public workshop on October 24, 2006 to engage the community in developing context sensitive solutions. Participants had the opportunity to receive the latest information about technical data and current traffic studies, confirm community issues and concerns related to the corridor, and learn about the project study process, schedule and milestones. Future open house/workshops will provide more opportunities to review technical studies and for comments and questions.

### **3. NOTIFICATION**

#### **3.1 Stakeholder Interviews**

Prior to the Open House/Public Workshop, TAM sent interview request letters to a variety of key community stakeholders detailing the project and purpose of TAM's community outreach effort. Letters were followed by phone calls that explained the outreach process, provided project information to stakeholders unfamiliar with the project, and arranged interview appointments. Stakeholder groups included: environmental organizations, bicycle groups, local businesses, local/regional transportation agencies, local transportation organizations, and local schools (see *Appendix A*).

#### **3.2 Public Workshop**

Meeting notification postcards were sent October 5, 2006 to residents in the Greenbrae Corridor, community members that have indicated an interest in the project, as well as elected officials in the project area. The postcard notice was followed by a project newsletter mailed October 12, 2006. A general letter also was emailed to local and regional elected officials as well as State and Federal officials On October 4, 2006 (see *Appendix B*). These notifications collectively were mailed to over 1,200 recipients. Notifications provided basic project information, a brief explanation of the public outreach process and encouraged recipients to attend the Open House /Public Workshop (see *Appendix B*).

A newspaper advertisement was placed in the Marin Independent Journal on October 13, 2006 and October 19, 2006, the Commuter Times, October 19, 2006, and the Twin Cities Times on October 20, 2006 (see *Appendix B*). TAM also distributed a press release to local newspaper, radio and TV outlets (see *Appendix B*).

All workshop information was posted on the TAM website. TAM also provided an electronic copy of the notification materials to the City of Larkspur, the Town of Corte Madera, City of

San Rafael and other agencies/organizations to post on their websites and distribute as appropriate. Additional electronic notices and newsletters were distributed upon request.

#### **4. OPEN HOUSE AND PUBLIC WORKSHOP**

The Transportation Authority of Marin conducted an Open House/Public Workshop on Tuesday, October 24, 2006 from 6:00pm – 9:00pm. The Open House/Public Workshop was held in Larkspur at Redwood High School. Over 60 community members, elected officials and other interested parties attended. See *Appendix C* for sign-in sheets.

The open house (6:00pm – 7:00pm) portion of the evening provided an opportunity for participants to view exhibit boards with project information and ask TAM representatives and project team members any questions. The open house was followed by a brief presentation that began with an introduction by Dianne Steinhäuser, TAM Executive Director. Participants then heard an explanation of the meeting purpose, review of the study information including the study area and traffic data, and the study schedule. Three breakout groups discussed issues and concerns after the presentation. Breakout group participants provided responses to 3 questions: 1) *What issues in the Greenbrae Corridor are most important to you? Why?*, 2) *What locations in the corridor are priority areas for you?*, and 3) *What are your expectations for this project and the corridor? Do you have any recommendations to address issues raised?* Breakout groups then reported back to the larger group identifying key issues and priorities. Finally, the meeting was opened up to additional comments and questions from participants.

At the workshop, participants were provided materials including an agenda, open house program, comment card, and copies of the October 2006 project newsletter. See *Appendix D* for all meeting materials.

#### **5. KEY ISSUES & CONCERNS**

Meeting participants had an opportunity to provide comments at the meeting as well as submit written comments at their convenience. Approximately a dozen written public comments were submitted at the meeting and participants provided verbal comments during the workshop breakout groups (see *Appendix E*). Below is summary of the issues heard at the workshop and stakeholder interviews and received as written comments. Comments have been separated into general topic areas in order to group similar ideas. This summary is not a transcript of the comments received; instead it summarizes the major issues and ideas provided by participants. See *Appendix E* for a list of specific comments received.

##### **5.1 General Vision and Need for Project**

Many participants cited the need to prioritize projects and fast-track smaller components of a larger Greenbrae Corridor Improvement Project. Issues related to regional and local circulation as well as multi-modal improvements were identified as priorities. Some thought that TAM should be looking at other alternatives besides increasing capacity on the highway to address congestion.

Some participants wanted to know how priorities would be determined. Specifically, many participants were concerned about bicycle and pedestrian safety and local access throughout the corridor. The majority of participants agreed the overall operation and capacity of Highway 101, adjacent local streets, and interchanges in the area all need to be improved.

## **5.2 Previous Studies**

Several questions and comments were made critiquing Option 4 from the May 2002 *Interim Planning Report Summary on US Highway 101 Interchange with Sir Francis Drake Boulevard*. Specifically, concerns regarding impacts from constructing a Wornum Drive Interchange and proposed removal of existing freeway ramps were expressed.

## **5.3 Impacts to Properties and Businesses**

Many concerns were related to the impact of interchange improvements to businesses in the corridor because of the removal of existing freeway ramps. Several comments expressed the need for bicycle and pedestrian access between shopping centers. Others were concerned about potential right-of-way acquisition and impacts to properties.

## **5.4 Environmental Impacts**

Participants expressed concern about a variety of environmental impacts related to the project. Specifically, participants were interested in noise impacts, flooding, soil contamination, vibrations from traffic, and encroachment into wetland areas.

## **5.5 Relationship to Other Related Projects**

Many participants were interested in the relationship of the Central Marin Ferry Connection Project to the Greenbrae Corridor Project. Specific comments addressed the importance of the ferry connection and expressed interest in moving it forward faster than the Greenbrae Corridor Project. Other comments addressed how the HOV Lane Gap Closure Project, Cal Park Hill Project, Tamalpais Interchange Planning Study, and other local projects may affect the Corridor.

## **5.6 Multi-modal Facilities**

Many comments focused on the need for improved bicycle/pedestrian multi-modal facilities across Highway 101 and along adjacent streets in the Corridor. Specific comments addressed the need for enhanced and expanded interconnected bicycle/pedestrian pathways that are separated from vehicles and need for access to shopping centers.

Areas of particular concern include: Sir Francis Drake Blvd, Central Marin Ferry Connection, Wornum Pathway, Tamalpais Interchange, Tamalpais Drive at Tamal Vista, Tamal Vista Blvd., South Eliseo Drive, San Clemente Drive, Bellem/I-580 Intersection, and East Francisco Blvd.

## **5.7 Public Transit**

Many participants commented on the need for improved and expanded transit service throughout the Greenbrae Corridor. Several comments addressed the need for improved access to the Larkspur Ferry Terminal, enhanced bus boarding facilities, reliable bus service, and additional park 'n ride facilities.

A few participants expressed support for SMART and others expressed concern regarding impacts from SMART facilities. Additional comments noted the need for transit access to the Larkspur Ferry Terminal, shopping centers, and BART.

### **5.8 Outreach Process and Information**

Several participants supported the outreach effort and appreciated the information presented at the public workshop before project decisions were made. Other participants recognized input from other participants noting the key topics discussed during the workshop and breakout groups.

### **5.9 Local Circulation**

Comments regarding local circulation suggested local traffic should remain separate from regional traffic on Highway 101. Many comments highlighted the need to facilitate the connection between communities on the east and west side of Highway 101.

Other participants were concerned about local traffic congestion on adjacent roads including: Tamal Vista Blvd, Tamalpais Drive, Madera Avenue, Sir Francis Drake Blvd, Greenbrae Boardwalk, and Lucky Drive. Specifically, participants identified the need for safe and improved local access to Redwood High School, shopping centers, and neighborhoods.

### **5.10 Regional Circulation**

Many participants were concerned about regional traffic and capacity constraints along Highway 101. Several comments addressed the need for improved safety and reduced congestion related to the I-580/101 Interchange. In addition, participants were concerned about access to and from Highway 101 at Sir Francis Drake Blvd.

### **5.11 Interchange Design and Operation**

Interchange operations along Highway 101 at Sir Francis Drake, Lucky Drive, and Tamalpais Drive were also noted as problematic. In addition, participants identified issues related to weaving and merging on Highway 101 and traffic light operation along Sir Francis Drake.

Many comments addressed the need to improve interchanges along Highway 101. Specifically, participants were concerned about the I-580/Highway 101 interchange and related congestion on local streets.

### **5.12 Safety**

Many participants were concerned about bicycle/pedestrian conflicts with automobile traffic particularly at intersections along Highway 101. Wornum Drive, Tamal Vista Blvd., Redwood Highway, Lucky Drive, Fifer Avenue and Bellam Blvd were specifically noted as problematic. Specific safety issues include bicycle/pedestrian pathway maintenance, free right turns at intersections, and limited designated pathways for bicycles/pedestrians. Additional safety issues related to safe access to transit services primarily at pedestrian bus boarding areas. Several participants were also concerned about weaving and merging patterns at on/off-ramps along Highway 101.

### **5.13 Project Schedule**

Participants were interested in knowing where the project will go after the consensus building activities and when the environmental review would begin.

#### **5.14 Cost and Funding**

Some participants requested additional information on potential limitations and allocation of Regional Measure 2, Strategy 3, and TAM Measure A funds. Several suggestions were made on potential additional funding sources for various priority projects. Others wanted specific information of funding priorities and process.

#### **5.15 Current Technical Studies**

Several participants commented on technical studies that have been completed as well as those they would like to have done such as some participants requested additional bicycle counts along existing bicycle routes throughout the corridor. Other participants requested additional traffic data, technical studies, and further definition of some of the project data presented.

### **6. NEXT STEPS**

TAM will prepare preliminary improvement options, including short- and longer-term options to be presented at the second workshop held in Spring 2007. The development of potential alternative options will incorporate public comments from the workshop and stakeholder interviews. TAM will use this input to refine the project purpose and need and examine all of the options that meet those project needs. Additional engineering and traffic analysis as well as more detailed environmental information will also be presented. Notification will go out to all participants and other community members as project materials become available and when public workshop meetings are set. A public notice will also be placed in the local newspapers to inform the community of the upcoming workshop meetings and to encourage maximum public input throughout the process.



## APPENDICES